

18 October 2021

Cessnock City Council
PO Box 152,
Cessnock NSW 2325

Submitted via email: council@cessnock.nsw.gov.au

Re: Addendum to Environmental Impact Statement for DA 8/2018/539/1

The Environmental Impact Statement (EIS) for DA 8/2018/539/1 was lodged to Cessnock City Council on 22/08/2018 for 39 industrial lots, to be delivered in six stages and one environmental conservation lot, as shown on the Subdivision Plan prepared by ADW Johnson dated 14/08/2018.

Since the EIS has been submitted, DA2020/01497 has been approved on Lot 30 DP 870411, which adjoins the subject site to the east. This approved DA included an access onto John Renshaw approximately 140 metres to the east of the common boundary between Lot 30 and the subject site. As a result, the location of the access to the subject site was required to be moved to accommodate the approved intersection on Lot 30.

The purpose of the following letter is to provide an addendum to the forementioned EIS, to replace the Subdivision Plan to the following:

- Proposed Subdivision Plan 38 Industrial Lots, 1 Environmental Lot & 1 Substation Lot prepared by ADW Johnson (reference 239590, no. 004, rev. B, dated 7 October 2021).

This addendum is supported by the following:

- Civil Engineering Plans prepared by ADW Johnson issued 15/10/2021
- Letter from Barr Property & Planning to Broaden Pty Ltd regarding a feasibility analysis (reference 16NEW0055, dated 10 May 2021)
- Letter from Barr Property & Planning to Broaden Pty Ltd regarding community consultation (reference 16NEW0055, dated 11 May 2021)
- Biodiversity Development Assessment Report prepared by MJD Environmental (Job No. 17032, Version V4, dated 9 July 2021)
- Letter from Barr Property & Planning to Cessnock City Council regarding an addendum to the EIS and additional information for Council (reference 16 NEW0055, dated 2 April 2019), including:
 - Annexure A – Environmental Impact Statement Addendum (reference 16NEW0055, dated 25 March 2019)
 - Annexure B – Aboriginal Cultural Heritage Assessment Report prepared by RPS (reference PR139511, version 2.0, dated 16 January 2018)

- Aboriginal Heritage Due Diligence Assessment prepared by RPS (reference PR150040-1, version 1.0, dated 15 July 2021)
- Landscaping Master Plan – Report titled “Hunter Central Logistics Park Master Plan Report” prepared by Moir Landscape Architecture (project no. 1880, issue Rev D, dated 21 June 2021)
- Letters from Hunter Water Corporation to Cessnock City Council regarding owner’s consent:
 - dated 16 June 2021
 - dated 13 September 2021

It is important to note the development footprint and Stages 4, 5, 6, Environmental Conservation Lot and part Stage 3 have not changed.

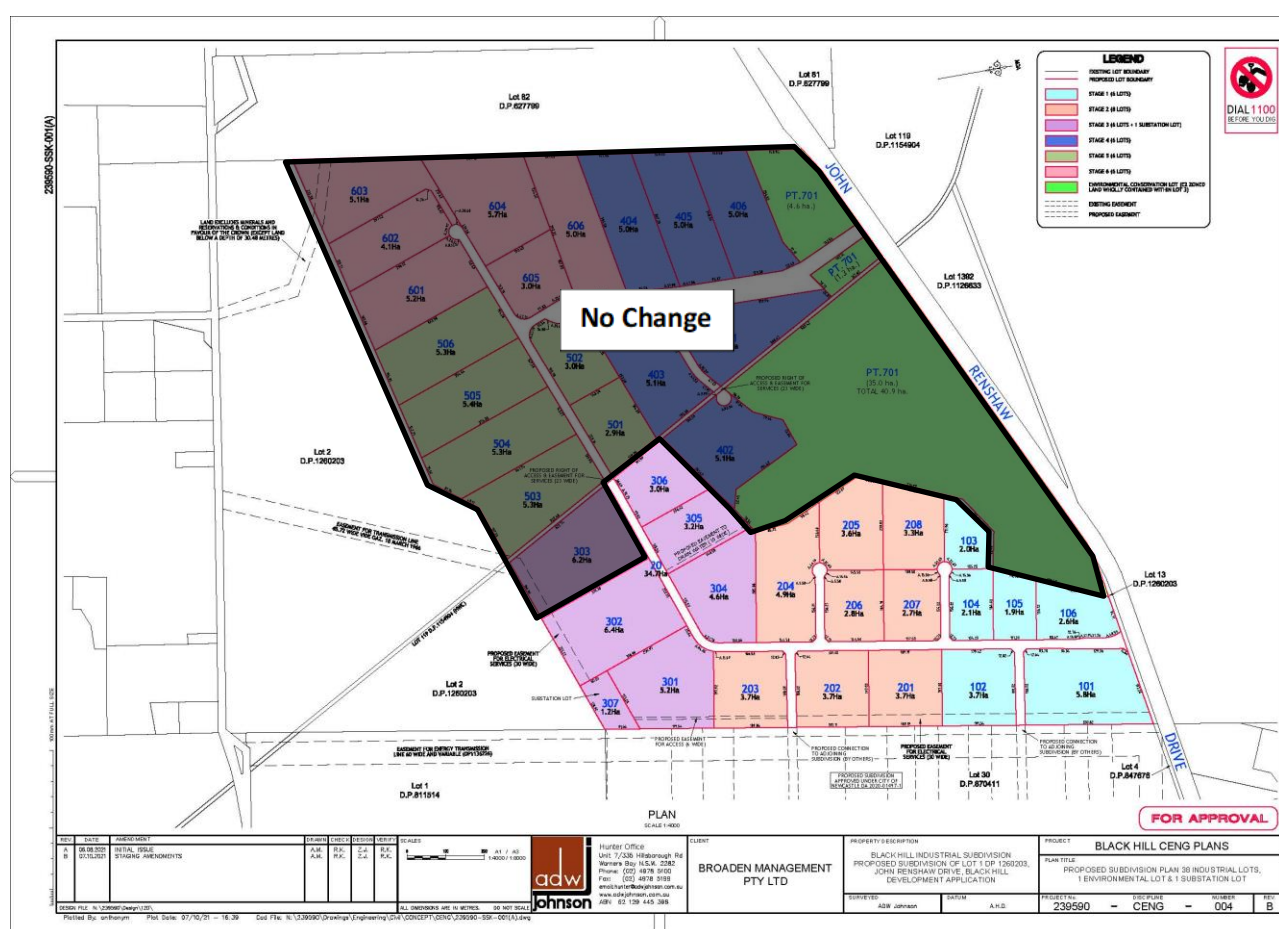


Figure 1 Proposed Subdivision Plan prepared by ADW Johnson dated 07/10/2021

The changes are summarised as below:

- The eastern most access moved approximately 230 metres west.
- Reconfiguration of Lots in Stages 1, 2 and part Stage 3 to facilitate the updated access. A comparison of the updated lot sizes are shown in Table 1.
- Amended Landscape Plan.

Table 1 Proposed Lot Sizes

Lot	Previous ha	Proposed Lot ha
101	3.2	5.8
102	2.4	3.7
103	2.4	2.0
104	4.6	2.1
105	1.8	1.9
106	2.2	2.6
201	2.4	3.7
202	2.4	3.7
203	2.6	3.7
204	2.5	4.9
205	2.3	3.6
206	4.0	2.8
207	8.4	2.7
208	5.2	3.3
301	5.6	5.2
302	6.3	6.4
304	4.2	4.6
305	3.1	3.2
306	3.1	3.0

The following table summarises the changes to the EIS:

Table 2 Updates to EIS

Section of EIS	Update
3 Description of the Development	
3.1 Access	<p>Access to the site will be obtained off John Renshaw Drive via two signalised intersections; as depicted on the updated Concept Plan prepared by ADW Johnson.</p> <p>A shared access is no longer proposed with the adjoining development to the east of the subject site. This change is necessary due to an approved DA2020/01497, which prevents are shared access.</p> <p>The eastern intersection is now located approximately 200 metres west of the boundary. Two access points to the proposed adjoining development to the east of the subject site are located internally off the central spine road.</p> <p>Vehicles will be able to enter and leave the site via both intersections east and west bound.</p>
3.3 Earthworks	<p>Earthworks are proposed to achieve overall finished site levels as shown in the updated Civil Drawings.</p>

Section of EIS	Update
3.6 Subdivision and Staging	<p>The development is being delivered in 6 stages. This addendum applies to Stages 1 , 2 and part Stage 3.</p> <p>Proposed lot sizes are shown in Table 1.</p>
5 Strategic Context	
5.4 Draft Greater Newcastle Metropolitan Plan	This strategic planning document is no longer Draft. The development application remains consistent with the objectives of the Greater Newcastle Metropolitan Plan.
Cessnock Local Strategic Planning Statement	<p>Since lodgement the development application the Cessnock Local Strategic Planning Statement (LSPS) has been adopted.</p> <p>The proposal is consistent with the objectives of the Cessnock Local LSPS.</p> <p>The LSPS outlines that Black Hill is anticipated to play a pivotal role in providing local employment opportunities. The LSPS notes that there'll be 5369 jobs in the Cessnock Local Government Area (LGA) by 2036, it is expected the development of this land at Black Hill will contribute to that requirement.</p> <p>The proposal in particular meets the objectives of Planning Priority 15, key infrastructure is leveraged to support economic growth. The proposal will provide significant employment land with immediate connections to the HEX and M1.</p>
6 Statutory Context	
6.8 Environmental Planning Assessment	<p>State Environmental Planning Policy No 44 – Koala Habitat Protection has been repealed.</p> <p>This has been replaced with State Environmental Planning Policy (Koala Habitat Protection) 2020. The subject site is not identified as 'Core Koala Habitat' and is consistent with the objectives of this SEPP.</p> <p>State Environmental Planning Policy (Rural Lands) 2008 has been repealed.</p> <p>An assessment against the Cessnock Development Control Plan 2010 Part E – Specific Areas E.18 Black Hill Employment Area is provided in Table 3 below.</p>
7 Environmental Assessment	
7.1 Aboriginal Heritage Culture	Further investigations into Aboriginal heritage and culture have been undertaken to accommodate works on Johns Renshaw Drive.
7.3 Biodiversity	Further investigations into biodiversity have been undertaken to accommodate works on Johns Renshaw Drive.
7.8 Erosion and Sediment	Erosion and Sediment Control has been updated to reflect the current design.
7.11 Stormwater Management	Stormwater Management has been updated to reflect the current design.

Section of EIS	Update
7.13 Visual and Landscape	<p>The proposal is still in the existing development footprint so there is no further visual impacts then previously assessed.</p> <p>An updated Landscape Masterplan has been prepared to reflect the current design.</p>

Table 3 Assessment Against Cessnock DCP Part E Specific Areas E.18 Black Hill Employment Area

Clause	Control	Comment
18.1.7 Concept Structure Plan	(a) Development is to be generally consistent with the Concept Structure Plan at Figure 2.	<p>The proposal is consistent with the Concept Structure Plan in regard to having two points of access for the site. The western most point of access has not changed and easternmost access from John Renshaw Drive has been amended to consider the approved development next door and the access associated with that development.</p> <p>Traffic Impact Assessment has considered the location of the access points and the suitability of the location.</p>
	(b) The location of the easternmost access to John Renshaw Drive: <ol style="list-style-type: none"> will be prioritised at the common boundary between the subject site and the adjoining industrial land (in the Newcastle LGA); and will be supported by a Traffic Impact Assessment that demonstrates the access is capable of managing the relevant traffic generation from the subject site and the adjoining industrial land (in the Newcastle LGA). 	<p>A shared access is no longer proposed with the adjoining development to the east of the subject site. This change is necessary due to an approved DA2020/01497, which prevents are shared access. However, the proposal demonstrates how the two sites can interact through common points of internal access.</p> <p>A Traffic Impact Assessment has been prepared that demonstrates the access is capable of managing relevant traffic generation.</p>
	(c) Before determining development applications for traffic generating development or subdivision of land, a Traffic Impact Assessment will be provided to the satisfaction of the consent authority.	A Traffic Impact Assessment has been prepared and provided with this addendum.

Clause	Control	Comment
18.1.8 Subdivision	(a) A Landscape Masterplan must be submitted with each application for subdivision. See Appendix 1 – Landscaping Guidelines for Species and Density Requirements.	A Landscape Masterplan has been prepared and submitted with this application.
	(b) Street trees shall be planted to: <ul style="list-style-type: none"> i. soften the streetscape; ii. act as traffic calming measures through perceived narrowing of the road; iii. provide shade to footpaths and roads; and iv. enhance views. 	The objectives of the proposed landscaping as outlined in the Landscape Master plan are to soften the streetscape, act as traffic calming measures through perceived narrowing of the road provide shade to footpaths and roads and enhance views.
	(c) Riparian vegetation along watercourses is to be re-established using locally occurring native species from locally sourced seed stock.	The Landscape Masterplan report details that the proposal will improve the riparian corridors through considered stormwater management and incorporation of endemic native landscape revegetation.
	(d) Landscape entry features identifying the Black Hill Employment Area (or subsequent “brand”) shall be permitted on private land at the intersection of the collector road network and John Renshaw Drive.	A landscape entry feature is proposed as outlined in the Landscape Masterplan Report.
	(e) The design of a landscape entry feature shall have regard to: <ul style="list-style-type: none"> i. impact on sight lines; ii. ongoing maintenance; and iii. reflectivity and lighting requirements. 	The intention is to incorporate an entry statement that signifies The Hunter Logistics Hub as a high-quality industrial development that is different to the surrounding industrial estates. It is proposed that the statement is a large scale ‘artistic’ feature that can be viewed from a distance in both directions. The landscape treatments and material palette will set the tone for the landscape design throughout the development. The use of rusted steel and recycled, weathered timber posts are a reference to the past rural land use; juxtaposed by a contemporary steel ‘ribbon’ signifying a new direction for the immediate area.

Clause	Control	Comment
18.1.9 Staging and Servicing	(a) The site shall be developed in stages following the adequate provision of infrastructure to service each allotment in the stage.	The site is proposed to be developed in 6 stages.
	(b) Applicants are required to demonstrate adequate servicing of allotments including access to water, sewer and electricity.	Provision of adequate services will be provided.
	(c) To facilitate the cost effective and timely release of stages, development should proceed from the north-east corner of the Black Hill Employment Area	Stage 1 is proposed in the north – east corner of the Black Hill Employment Area.
	(d) All development lots must be provided with underground services.	It is proposed all lots will be provided with underground services.
18.1.10 Access and Transport	(a) Access to the Black Hill Employment Area shall be provided generally in accordance with the Concept Structure Plan at Figure 2.	Access is provided generally in accordance with Figure 2. A shared access is no longer proposed with the adjoining development to the east of the subject site. This change is necessary due to an approved DA2020/01497, which prevents a shared access.
	(b) All internal roads will be designed with reference to Chapter D.1 Subdivision Guidelines and Chapter D.3 Industrial Development of the Cessnock DCP and in accordance with Council's Engineering Design Guidelines.	It is proposed internal roads will be designed with reference to Chapter D.1 Subdivision Guidelines and Chapter D.3 Industrial Development of the Cessnock DCP and in accordance with Council's Engineering Design Guidelines.
	(c) The collector road network shall allow for future access to the east, including the provision of rights of carriageway where necessary.	The proposed subdivision lay put includes collector roads to the east.
	(d) Provision for on road cycleways shall be made within the Collector Road network	Provision for on road cycle ways has been made.
	(e) Adequate directional signage is required at the vehicular entries and exits of each site	Provisions for adequate directional signage will be made.
	(h) The road network is to be designed to provide for a clear and convenient bus route throughout the site, including the provision of bus shelters and seating as required.	The road network is designed to provide a clear and convenient bus route throughout the site.
	(i) Provide details with the subdivision application for each stage, demonstrating consultation with the relevant bus company	Consultation with the relevant bus companies will be undertaken prior to each stage.

Clause	Control	Comment
	and the demand to extend or provide an additional bus route throughout the development including the proposed location of bus stops to service the development.	

If you have any queries regarding this information, please contact the undersigned.



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